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Memorandum

TO: BATA Oversight Committee

DATE: October 5, 2011

FR: Executive Director

W. I. 1256

RE: Contract Amendment - Dumbarton Bridge Seismic Retrofit Construction Submittal Review:
Moffat and Nichol Engineers

The Dumbarton Bridge seismic retrofit is 28% complete. On-going work includes construction of a new pump station and drainage, strengthening of the internal bridge frame, fabrication of new seismic isolation bearings, and modifications of existing pier caps to allow for installation of the new bearings.

The seismic isolation bearings are one of the key features of this retrofit and during an earthquake allow the roadway superstructure to move independently from the pier cap and column substructure that supports the roadway. Installation of the bearings will require the sequential jacking up of the roadway superstructure inches off its existing bearings to provide sufficient space for the new bearings. The jacking sequence is complex and requires a detailed analysis to avoid damage to the existing bridge. The proposed sequence is submitted by the Contractor and reviewed and accepted or rejected by Caltrans. At the moment, Caltrans has a difference of opinion with the Contractor with respect to the jacking sequence and its effect on the existing structure. If not resolved within the next several months, significant delays to the project are a possibility.


As a risk mitigation measure, Caltrans has asked BATA to augment the Department's Dumbarton project team with a BATA consultant sub-team specializing in finite element analysis of systems similar to the Dumbarton Bridge. The results of the consultant sub-team's analysis would be used over the next couple of months to help determine if there are issues with the jacking plan so as to avoid delay to the project's critical path.

In January 2011, after a competitively bid procurement was completed, the BATA Oversight Committee authorized the Executive Director to enter into contracts with eleven firms, including Moffat and Nichol Engineers, to provide on-call construction management and project design services. Staff has selected Moffat and Nichol Engineers based on the qualifications of their proposal team and recommends to amend their on-call project design services contract to perform the finite element analysis on a time and materials basis and in an amount not to exceed \$250,000.

Staff will continue to report on progress on the Dumbarton Bridge Seismic Retrofit Project as part of our monthly progress update to the Committee.

Recommendation

Staff recommends that the Committee authorize the Executive Director or his designee to negotiate and enter into a contract amendment with Moffat and Nichol Engineers to review and analyze the jacking plan for the Dumbarton Bridge in amount not to exceed \$250,000.


Steve Heminger

SH:jw

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REQUEST FOR COMMITTEE APPROVAL
Summary of Proposed Contract Amendment

Work Item No.:	1256
Vendor:	Moffat and Nichol Engineers Oakland, CA
Work Project Title:	On-call Project Design Services
Purpose of Project:	To review and analyze the jacking plan submittal for the Dumbarton Bridge
Project Cost Not to Exceed:	This Amendment \$250,000 (Current contract \$30,000). New total maximum contract value = \$280,000.
Funding Source:	Dumbarton Bridge Seismic Retrofit Funds
Fiscal Impact:	Project costs are consistent with funds in the program budget.
Motion by Committee:	That the Executive Director or his designee is authorized to negotiate and enter into a contract amendment in the amount of \$250,000 with Moffat and Nichol Engineers to review and analyze the jacking plan submittal for the Dumbarton Bridge Seismic Retrofit and as budgeted, the Chief Financial Officer is directed to set aside funds for such contract amendment.
BATA Oversight Chair:	<hr/> Bill Dodd
Approved:	Date: October 12, 2011